

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-22 (canceled).

23. (new): A method for processing information output by a primary flight equipment mounted on board an aircraft, in a form sampled at a first rate with a view to being delivered after processing, to a flight conduct system of the aircraft, in a form sampled at a second rate lower than the first rate, wherein the samples of information output by an item of primary flight equipment are submitted to an anti-noise digital filtering carried out at the first sampling rate.

24. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components higher than half the second sampling rate.

25. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components lower than half the first sampling rate.

26. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components higher than half the second sampling rate and those of frequency lower than half the first sampling rate.

27. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering is a first-order low-pass filtering.

28. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering is a second-order low-pass filtering.

29. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering is a low-pass filtering of Butterworth type.

30. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering is a bandstop filtering of Butterworth type.

31. (new): The method as claimed in claim 23, wherein, when the processed information originating from a primary flight equipment is affected by noise exhibiting energy spikes, the anti-noise digital filtering is a filtering with stopbands corresponding to the energy spikes of the noise.

32. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering is a filtering with sliding average operating on several samples.

33. (new): The method as claimed in claim 23, wherein the anti-noise digital filtering implements a transfer function dependent on the flight configuration of the aircraft.

34. (new): A device with redundant architecture with two parallel lines for the processing of signals from primary flight equipments mounted on board an aircraft, said signals being available at a first rate, in a sampled form and as several versions and intended to be delivered after processing, still as several versions, to a flight conduct system of the aircraft, in a form sampled at a second rate lower than the first rate, wherein it comprises, at the head of each line, following a multiple buffer memory, a multiple anti-noise digital filter filtering in parallel the various available versions of signals from primary flight equipments and operating, like the multiple buffer memory at the first sampling rate.

35. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components higher than half the second sampling rate.

36. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components lower than half the first sampling rate.

37. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components higher than half the second sampling rate and those of frequency lower than half the first sampling rate.

38. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a first-order low-pass filter.

39. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a second-order low-pass filter.

40. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a low-pass filter of Butterworth type.

41. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a bandstop filter of Butterworth type.

42. (new): The device as claimed in claim 34, wherein, when the processed information output by a primary flight equipment is affected by noise exhibiting energy spikes, the multiple anti-noise digital filter is a filter with stopbands corresponding to the energy spikes of the noise.

43. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter is a filter with sliding average operating on several samples.

44. (new): The device as claimed in claim 34, wherein the multiple anti-noise digital filter has a transfer function dependent on the flight configuration of the aircraft.